EAA 932 GALT AIRPORT

Galt Traffic

Galt Airport, Greenwood, IL (10C)

GALT AIRPORT Greenwood, Illinois

The monthly newsletter from Galt Airport and EAA Chapter 932 July 2015

Picture of the Month

Anna Cooper and Brian Spiro really got into the spirit of Barnstormer Days on Saturday, June 13th. Photograph by Joe Petykowski.

932 Sets YE Record With Help From Other Chapters

By Beth Rehm, Editor

We haven't had much luck with the weather for many of our events over the past couple of years. So far this year has been particularly disappointing. We weren't able to fly any veterans during our *Salute to Veterans* pancake breakfast and no one was able to fly in to our *Barnstormer Days* vintage fly-in.

So the week before our *Young Eagles Rally* on Saturday, June 27th, I was obsessively checking the weather two or three times a day and praying to the weather gods for a nice VFR day. As the week progressed and the forecast improved, my mood went from cautiously optimistic to relieved and then to downright panic when I realized that good weather combined with Young Eagles Coordinator, **Ed Brown's** hugely successful social media advertising meant we would likely be overwhelmed with kids!

Somehow Ed had managed to reach over 25,000 people on FaceBook and parents were inundating the FBO with phone calls and even coming in to register in advance!

Since we weren't sure we would have enough volunteer pilots from our own chapter, both Ed and myself sent email appeals to other local EAA chapters to ask for help. And boy were we surprised by the response. Five pilots from three other chapters

Continued on page 2.

Editor's Note

It would be easy to wallow in disappointment about the sad weather that prevented any airplanes from flying in for our Barnstormer Days vintage fly-in.... again!

I was so desperately hoping to see vintage planes from all over the Midwest on the Galt Airport ramp that it was easy to forget why we hold the event in the first place.

This annual occasion is one of the ways we get the public to come to the airport and see what general aviation is all about. It is our way of sharing some of the history of aviation with them and maybe taking some of the mystery out of it too.

Many of them tell us they have never been to Galt before and didn't even know there was an airport here. The almost 500 people who came didn't seem to mind that the only vintage planes they got to see were ones based at Galt; they had never seen them before and they were awestruck.

Bruce Schottland (J-3 Cub), **Mike Evans** (Super Cub), **Claude Sonday** and **Jim Martin** (Stearmans) entertained the crowds with some low level flying and the Coast Guard wowed everyone with their rescue demonstration. And **Lori Bettendorf** and her wonderful catering team kept the visitors fed and watered.

We got some additional publicity on the front page of the Woodstock Independent and a photo essay in the Northwest Herald.

And that, it seems, is all that is needed to build a great relationship with citizens of the local community.

With that said, I still hope we have better weather next year!

Beth Rehm, Editor

Continued from page 1.

flew over to Galt to help fly kids and they truly saved the day. By the end of the rally we had flown 117 kids and adults! Very special thanks to **Burt Spencer**, **Dan Feldman** and **John Thiele** from Waukegan, **Butch Bejna** from Schaumburg and **Tim Hunter** from Dekalb, we could not have done it without their help.

Walt Weidig from Chapter 932 with one of the very excited Young Eagles he flew during the rally.

Butch Bejna from Schaumburg Airport has flown over 1,900 Young Eagles, one at a time in his Cessna 150. He is hoping to get to 2,000 this summer and we were happy to give him an opportunity to help him reach that goal!

Dan Feldman from Waukegan getting ready for one of his Young Eagles flights in his Cessna 120. Photo by Jean Faithfull.

Scan this QR code with your smartphone to see detailed panoramic views inside the cockpit of a SR-71A "Blackbird" and other aircraft. This link was sent in by Paul Sedlacek, EAA Chapter 932 Secretary.

Click here if you don't have a smartphone.

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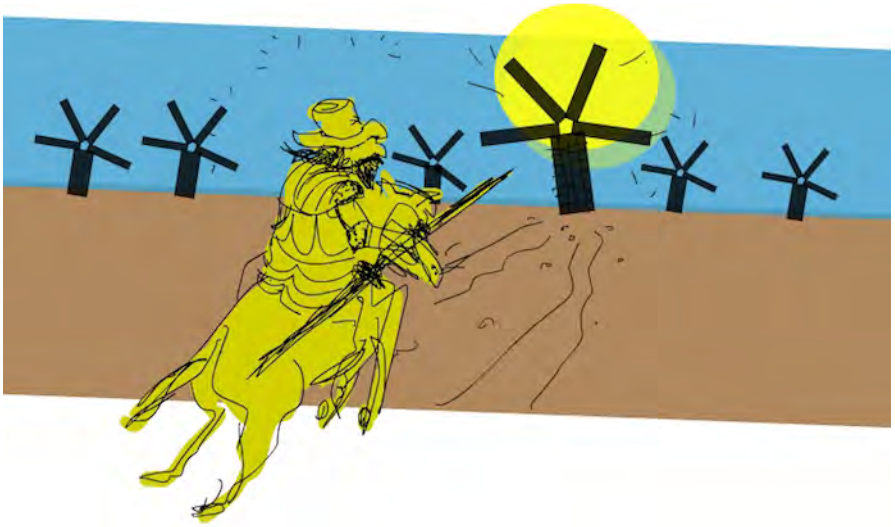
Tilting At Windmills

By Jeff Hill, Sr. Contributing Editor



"… see those thirty or so wild giants, with whom I intend to do battle and kill each and all of them." – from *Don Quixote by Miguel de Cervantes (c. 1600).*

Three hundred years later the Army fighter pilot and the airmail pilot were the new "knights in shining armor." Charles Lindberg, for one, before his famous Atlantic flight, flew the mail between Chicago and St. Louis. He had no radios or nav-aids, nor even such a basic flight instrument as a turn and bank indicator. He did it solely by pilotage and dead reckoning between known landmarks with a remarkably high

percentage of flights completed.

But consider that he flew that route dozens, maybe hundreds of times in fair weather, mostly by following railroad tracks, and hopping from landmark to landmark (there were no super-highways to follow back then). He probably knew every farm and recognized dozens of landmarks between the two cities.

Windmills were erected on every farm for the purpose of pumping water for the house and livestock, but they stood at only around 20 or 30 feet high. The tallest obstructions were trees and an occasional three, maybe four story building or grain elevator (more good landmarks). The terrain was flat and although more heavily wooded than today, there were no power lines as this was before rural electrification and there were plenty of fields where he could land in a pinch—maybe even take off out of again.

A ceiling of 200 feet and visibility ½ to 1 mile (ILS Cat I minimums) was flyable. Visibility was crucial, ceiling was secondary. The biggest hazards were then, as today, thunderstorms and icing. This is the way it was done. But remember that those flying machines cruised at around 80 or 90 mph (not knots) and could slow fly at around 40 mph, maybe even a little less. Almost helicopter performance capabilities.

Pilotage in the 1930s

The DH-4 cockpit was "bare bones" day VFR. The sensitive altimeter (Kollsman window) wasn't used until much later. For local flights the pilot would set the altimeter's single hand at "0" before takeoff and read height above terrain. For cross country flights he would set it at field elevation to read MSL. The short range of these aircraft was such that on an average day barometric pressure changes en route would not amount to much and the pilot was only interested in knowing his altitude within a couple of hundred feet anyhow. If not restrained by ceilings or cloud layers the pilot would try to find an altitude with the most favorable wind component. There were no winds aloft forecasts so

A typical obstacle for a 1930s mail pilot would have been a farm windmill like this one.

Continued on page 4.

Continued from page 3.

the pilot would take one mile checks to gauge their ground speed—easy to do in the Midwest and Great Plaines because farm land was divided into sections of one square mile. A quick ground speed check could be calculated by noting the time it took to fly across one section; 1 minute would be 60 mph, 30 seconds would be 120 mph, etc. Roads were originally laid out on the section lines so that farmers could have access to their property.

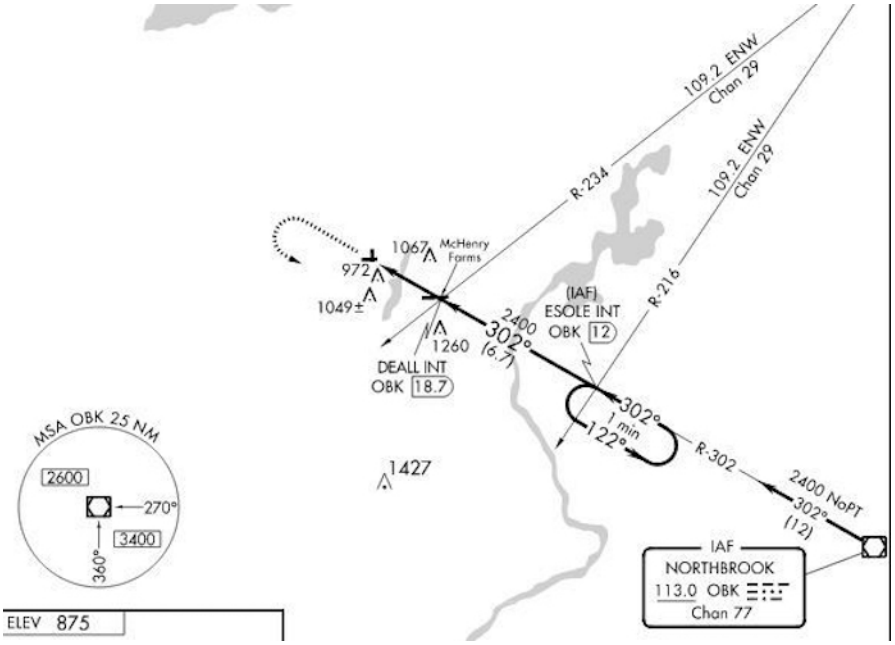
In the 1930s there were no aeronautical charts as we know them. Pilots made personal notes and sketches of their routes, often sharing them with other pilots. They also used road maps and followed railroad tracks, rivers, shorelines, etc.

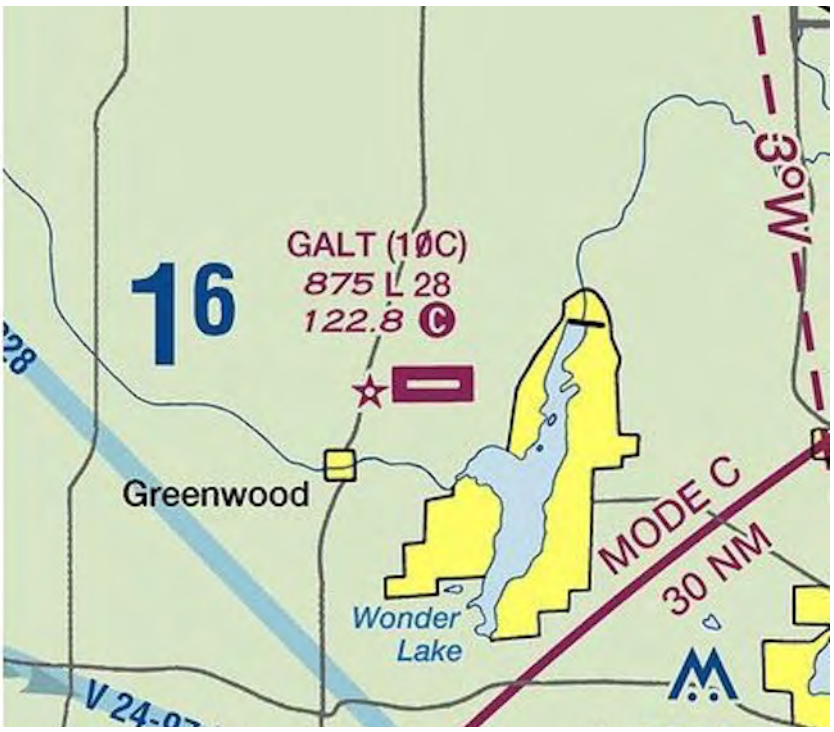
Low Altitude Flying Today

Fast forward to the current day and things have changed significantly. Today, "hedge-hopping" or "scud-running" to a destination at a few hundred feet and, say a mile visibility (which may be perfectly legal in Class G airspace) simply cannot be done safely. Even if one knows the territory like the 'back of my hand' today's windmills and relay/cell phone towers are *everywhere* and new ones spring up, seemingly overnight — like mushrooms!

Here's something that we pilots need to be aware of; many of these new twenty-first century 'windmills', now called wind turbines, are not required to be lighted *or even charted!* For example, here are three views of our home base, Galt Airport (10C).

How many obstructions are you aware of that are not charted on the Sectional or the Instrument Approach Plan view? I put red arrows on the satellite view, where there are uncharted towers that I know of. Are there others? If not, by the time you read this there could be? Get my point?





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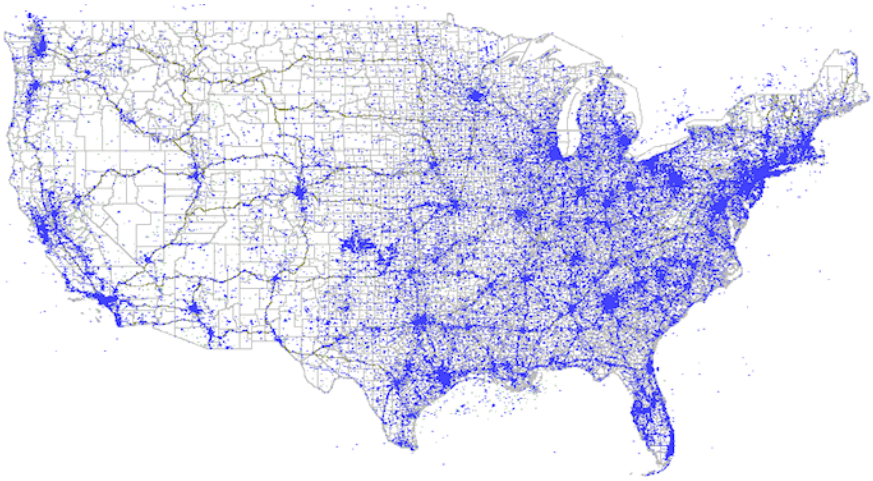
Just how many 'short' towers are there in the lower forty eight? Here's a recent dot map of cell phone towers. Can you count them? I couldn't either.



A Cessna single might take one down but the tower would still, most certainly, be declared the winner. Even tall lighted and charted towers must be given a wide berth as they may have guy wires radiating out hundreds of feet.

Wind turbines, are becoming as ubiquitous as cell towers. One cannot imagine what formidable foes they are until looked at up close. "A 1.5 Megawatt (MW) wind turbine of a type frequently seen in the United States has a tower 260 feet high. The rotor assembly (blades and hub) weighs 48,000 lb. The nacelle, which contains the generator component, weighs 115,000 lb. The concrete base for the tower is constructed using 58,000 lb of reinforcing steel and contains 250 cu yds of concrete. The base is 50 feet in diameter and 8 feet thick near the center." - *Wikipedia*

These also are often not charted except when grouped in large numbers in which case they will be found on sectional charts, such as the 'wind farms' south and southeast of Fond du Lac.

"Scud running" has been discouraged and considered foolish, poor risk management, for the last fifty years or so, but these days it is really a game of Russian Roulette—and, thanks, but no, I aint play'n.

How Aeronautical Charts Evolved

Elrey Jeppesen, a pilot for Boeing Air Transport (later United Airlines) "… purchased a ten-cent notebook and started writing down detailed notes about his routes. He even climbed hills to determine their height and got telephone numbers of farmers willing to provide weather reports.

Word got around about his "Little Black Book", and soon he was giving copies to his fellow pilots. As demand picked up, in 1934, he founded Jeppesen & Co. in the basement of his Salt Lake City home to sell his information for $10 [$177 in 2015] a copy." - *Wikipedia*.

By the 1950's, Jeppesen maps and charts had become the worldwide standard for professional flyers and remain so to this day.

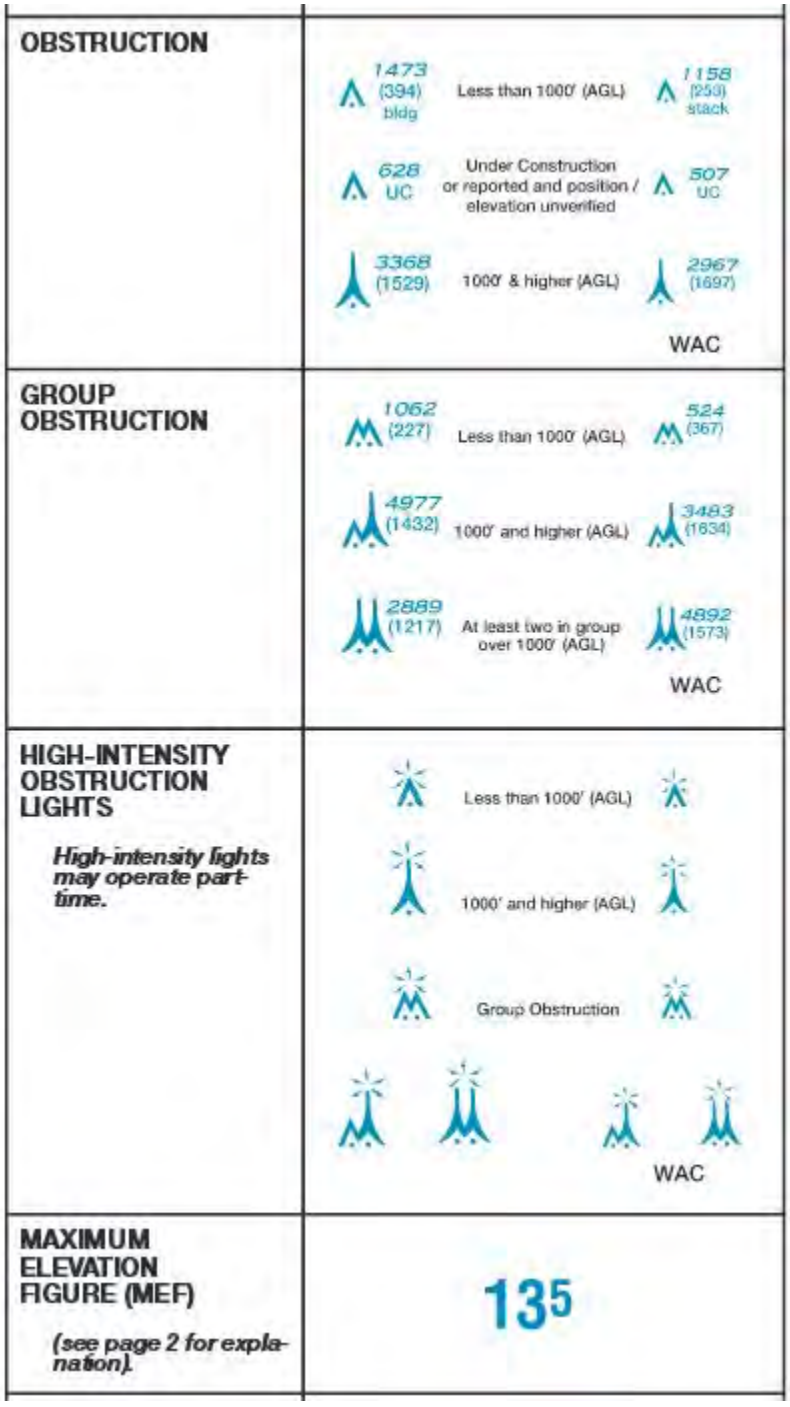
Regrets from Cap'n Roger Oveur

We regret to inform our readers of the departure of Cap'n Roger Oveur. Oveur was charged with and convicted of having a bad attitude, he was defrocked and exiled to an unknown location in the North Sea. Over and out.

Charting of Obstructions

Looking at the legend of symbols on a sectional chart, the charting of obstructions looks pretty simple and straight forward. Obstructions, which can be buildings or anything else, but most often towers, are usually shown if higher than 200 feet AGL. A larger symbol is used to indicate obstructions higher than 1,000 feet AGL. The dot at the bottom of the ^ marks the exact location. The FAA 'Chart User's Guide' states, "Sectional Charts and Terminal Area Charts (TACs) typically show manmade obstacles extending more than 200' Above Ground Level…." It then goes on to qualify that statement in a few more paragraphs (page 6). Your best bet is to carefully note the Maximum Elevation Figure MEF which shows the elevation of the highest terrain or obstacle in each "area bounded by ticked lines dividing each 30 minutes of latitude and each 30 minutes of longitude. MEF figures are rounded up to the nearest 100' value and the last two digits of the number are not shown." [Notice the MEF at Galt is 1,600' almost pattern altitude!]This is all further qualified by several paragraphs, see pp 6 & 7.

Yes, yes we all know all that. Do we? You might find a surprise or two in the FAA's 86 page tome, "Aeronautical Chart User's Guide". Go to www.faa.gov and search for "chart user's guide."



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Recent Events At Galt Airport

Learning to Paint

Ten budding artists enjoyed a lovely afternoon of acrylic painting at Galt Airport on Sunday, June 28th. Instructor, **Ali Petykowski**, showed us how to paint a sunset sky with a silhouette landscape and, if you were brave enough to try it, an airplane!

Ali made it easy for us. All art supplies were provided from the paint to the aprons and she took us step by step through the process.

Unlike last year's still life debacle, I was pretty pleased with my painting this time! I guess I really needed a second class!

As you can see from the picture on the right, everyone's paintings turned out very nicely.

Left to right; Nancy Johnson, Jean Faithfull, Cheryl Johnston, Erika Cleland, Anna Cooper, Ali Petykowski (Instructor), Rebekah Busse, Carolina Schottland, and Dinah Hoppe. Photo by Beth Rehm, Editor.

Galt Flight School Announcements

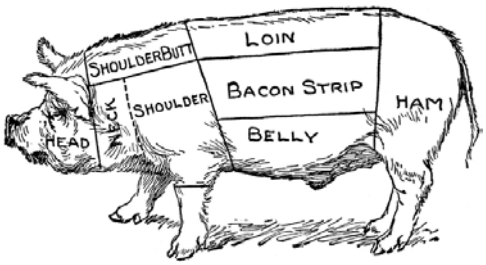
Congratulations to **Matt Myers** on passing his Private Pilot Checkride. Matt has been learning to fly with **Justin Cleland**, Chief Flight Instructor.

Also congratulations to **Dale** and **Anita Plautz** who both passed the Private Pilot written test.

Congratulations to **John Payne** who is now an Advanced Ground Instructor.

Above: Well known daredevil, Ed Brown, will do anything to snap a good picture! A recent visit by a Douglas A-1 Skyraider provided the perfect photo opportunity for Ed and his sophisticated camera equipment (his iPad).

Left: Galt pilots will soon be able to fill their own planes with avgas 24/7 and pay with a credit card.



GALT AIRPORT FAMILY PICNIC

FOR EAA CHAPTER 932 MEMBERS AND GALT AIRPORT CUSTOMERS

PLEASE JOIN US FOR A PIG ROAST

SATURDAY, JULY 18TH

5:00PM

B.Y.O.B AND A DESSERT TO SHARE

CHAPTER MEMBERS - $10, NON-MEMBERS - $15, CHILDREN - $5

Airport Technicalities

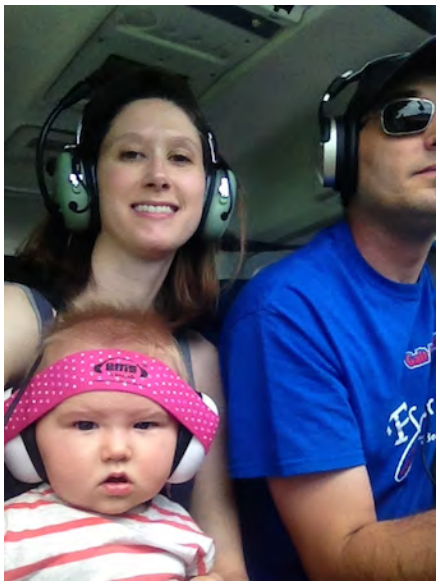
A monthly report from Justin Cleland, Airport Manager, Galt Airport.

We have all sorts of exciting things going on at Galt right now! First of all, I'm sure you've all noticed that we are finishing up the installation of our brand new, self-serve fuel pump. As of right now, the plan is to do all the testing of the tank on July 8th. With any luck, we'll be up and running by the middle of July and will then have 24-hour access to fuel! We'll keep you all informed on progress as we get closer to completion.

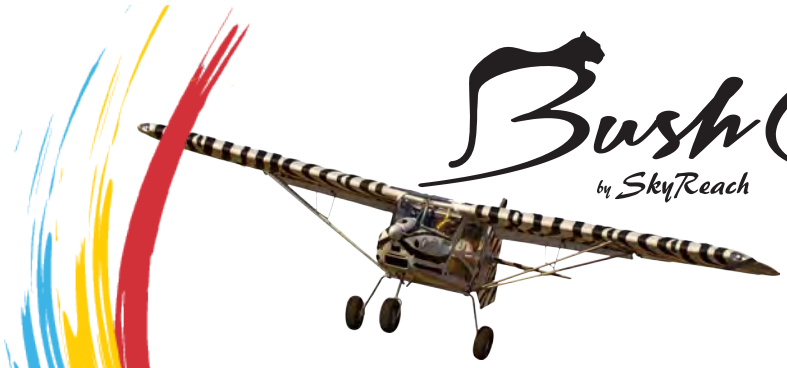
We'd also like to welcome our new flight instructor, Shawn Searle! Shawn is a Blackhawk helicopter pilot on the weekends, and a CFI for JB during the week. We're very excited to have such a qualified pilot here to help us meet the needs of our rapidly growing flight school and flight club. If you're ready for a flight review or some recurrent training, please let us know... it's time to put him to work!

I hope you've all marked your calendars, because we are rapidly approaching some of our best summer events as well. The EAA 932 family picnic is on July 18th, and the annual Flour Drop competition is on August 15th. I'm looking forward to seeing you all there!

Finally, I try to never bore you with my proud father stories... but I thought you guys might get a kick out of this picture. Our daughter Camryn took her first flight last week to the



Bigfoot pancake breakfast. Despite her blank stare, she seemed to enjoy herself. There was no crying at all and she actually fell asleep on the way home!



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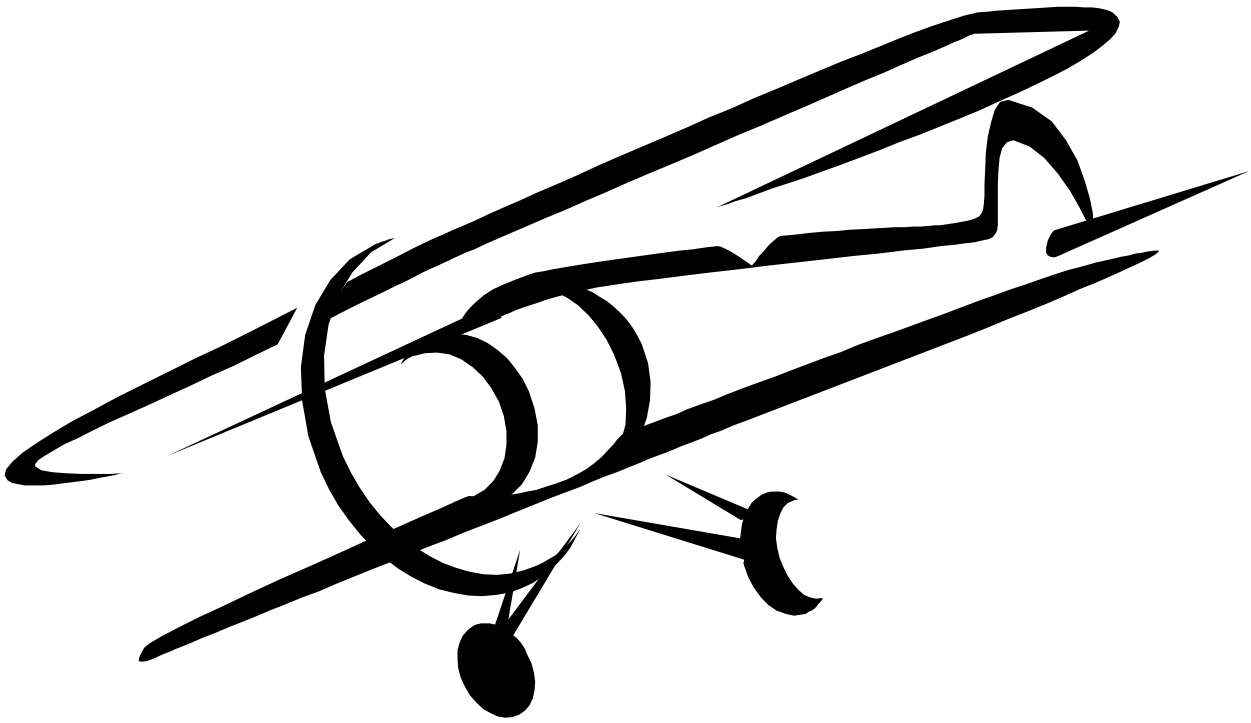

GALT AIRPORT
FLOUR DROP

AUGUST 15, 2015

EAA Chapter 932 News

This is something you don't see every day at Galt! A truly amazing water rescue demonstration by the United States Coast Guard during the Barnstormer Days event on June 13th. Photo taken by Ed Zeek.

Barnstormer Days

This year's annual vintage fly-in was once again marred by horrible weather. Each year it seems to get worse! Extremely low ceilings prevented any aircraft from flying in with the exception of the U.S. Coast Guard helicopter, who were very determined to be there.

But at least it didn't rain, and despite the awful weather we had a good turn out of people and vintage cars. The attendance count was 492 and we took in $1,762 from breakfasts, the raffle, donations and the bake sale. After expenses the chapter made a profit of $391.

Thanks to all the chapter members who worked so hard to make the event a success. Thank you also to the **Civil Air Patrol** adults and cadets for all their help with parking cars and directing traffic.

A very special thank you to **Phil Prossnitz** and the **U.S. Coast Guard** for an amazing demonstration.

Welcome New Chapter 932 Members

Please welcome the following new members to our chapter:

- John Buelow, Hanover Park
- Chad Collins, Lake Barrington
- Mark Collins, Lake Barrington
- Terry Gruener, Prospect Heights
- Colton Reinwall, Ringwood
- Gary Reinwall, Ringwood

Volunteers Needed

Friday, July 31: We need pilots and ground support volunteers for a about 30 Young Eagles from the Challenger Center at 5:00 pm. Please contact Ed Brown (615) 542-2790 youngeagles@eaa932.org.

Saturday, August 22: We need volunteers to set up tables and chairs, park airplanes and serve breakfast for the Allied Pilots Association (American Airlines union) family picnic from 8:00 am to 12:00 pm. Please contact Ed Moricoli (815) 338-4217, president@eaa932.org.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO# 01065208).

EAA (http://www.eaa.org) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at http://www.eaa932.org.

Galt Airport/EAA 932 Calendar of Events

Jul 11	Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
Jul 18	Chapter 932 and Galt Airport Family Picnic; Pig Roast starting at 5:00p.m.
Jul 20 - 26	**EAA AirVenture, Oshkosh, WI. http://www.eaa.org/en/airventure**
Jul 31	Private Young Eagles Rally for the Challenger Center, Galt Airport (10C), 5:00 pm.
Aug 8	Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
Aug 15	Galt Airport Flour Drop Competition, Galt Airport (10C).
Aug 22	Allied Pilots Association (Private Event), Galt Airport (10C), 8:00 a.m. to 12:00 p.m.
Sep 12	Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
Sep 19	Chapter 932 Planes and Puppies, Galt Airport (10C), Young Eagles and Animal Shelter fundraiser.
Oct 10	Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
Nov 14	Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
Dec 12	Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/en/eaa/events

www.aopa.org/events

http://www.dot.wisconsin.gov/travel/air/aviation-events.htm

http://www.fly2lunch.com

http://www.flyins.com

http://socialflight.com/index.php

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at http://www.aopa.org/asf/seminars/seminar.cfm.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGs program. You can search for seminars by keyword or location at https://www.faasafety.gov/SPANS/events/EventList.aspx

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit http://www.sportair.com/workshops/index.html.

EAA Chapter 932 Officers and Contacts

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Web Site: http://www.eaa932.org

Facebook: http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619

Galt Airport Information

Galt Field Airport

5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (summer hours)

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Airport Manager/Chief Flight Instructor: Justin Cleland

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Director of Maintenance: Brian Spiro

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Web Site: http://www.galtairport.com

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The Dean Rowe Show: http://huntleyradio.com/the-dean-rowe-show

AVGAS

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2015 Summer Calendar
EAA Chapter Events in the Chicago Area

May

9th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)

9th - Chapter 461 Young Eagles Rally, see web site for location

10th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)

16th - Chapter 932 Salute to Veterans Pancake Breakfast at Galt Airport (10C)

17th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

June

6th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB) 09:00 - 11:00

6th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)

7th - Chapter 241 Pancake Breakfast at DeKalb Airport (DKB) 08:00 - 11:30

13th - Chapter 932 Barnstormer Days Vintage Fly-in at Galt Airport (10C)

13th - Chapter 95 Young Eagles Rally at Morris Airport (C09)

13th - Chapter 461 Young Eagles Rally, see web site for location

14th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)

21st - Chapter 153 Father's Day Pancake Breakfast at Schaumburg (06C)

27th - Chapter 95 Fly-in at Aero Acres Airport (IL51)

28th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

28th - Chapter 790 Pancake Breakfast at Lake in the Hills Airport (3CK)

July

11th - Chapter 461 Young Eagles Rally, see web site for location

12th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)

August

8th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB) 09:00 - 11:00

8th - Chapter 461 Young Eagles Rally, see web site for location

9th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)

22nd - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)

23rd - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

September

5th - Morris Airport Open House (C09)

12th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)

12th - Chapter 95 Young Eagles Rally at Morris Airport (C09)

12th - Chapter 461 Young Eagles Rally, visit web site for location

13th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)

19th - Chapter 932 Planes & Puppies (Young Eagles/Animal Shelter fundraiser) at Galt Airport (10C)

20th - Chapter 241 Pancake Breakfast at Hinckley Airport (0C2) 08:00 - 11:30

27th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

October

10th - Chapter 241 USO Hangar Dance at DeKalb Airport (DKB) 19:30 - 23:30

10th - Chapter 461 Young Eagles Rally, visit web site for location

11th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)

25th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

Visit the chapter websites for more information about each event.

www.eaa932.org

www.eaa95.org

www.eaa153.com

790.eaachapter.org

1414.eaachapter.org

www.eaa579.org

www.eaa241.org

www.eaa461.org